SAIGON BASE
MONTHLY REPORT
SEPTEMBER 1969

I. GENERAL

1. We logged 6346 block hours in September which represents 75 hours less than the month of August, however revenue time went up six hours. On the other hand, customer passenger handling declined 18.3% and cargo handling declined 11.8%.

2. Ennemy activity in Saigon has been on a steady decline and appears to have reached the level which existed prior to the nefarious 1968 TET offensive. Two rockets impacted in outlying districts causing negligible damage. There were three terrorist incidents involving plastic charges resulting in eight Vietnamese killed.

3. We were approached separately by RMK and the Postal Division of MACV concerning the possibility of providing airlift service. Both agencies are conferring with USAID to determine the feasibility of an agreement for AAM to provide this service under the new USAID contract. (It appears at this moment RMK's current airlift contractor will stay in business with RMK for at least one more year.)

II. FACILITIES DEVELOPMENT

1. We are happy to announce that the much-needed RMD toilet and aircrew shower facility is completed and in full use. The TSN common use water distribution system has been completed and AAM, AVN, PanAm and Air France are receiving adequate supply of water with good pressure. Initial USAF tests indicate this water is potable. The Electric Power Distribution System at Danang with commercial power input, is completed. Also the Hangar Lean-To at Danang is completed. (Attached hereto is a pictorial display of a number of current facilities developments).

III. GENERAL AFFAIRS

1. Exemption of taxes on airfield meal and transportation allowances was granted by GVN as of Sept. 1, 69. As a result of this exemption, Vietnamese employees monthly pay was increased from a modest amount VN$20 to a substantial VN$700 depending on the employees' pay and family status.

2. The company is requested to forward to GVN Customs in SGN, TSN and DAD schedule of its international (maintenance) flight 48 hours prior to departure or arrival. Apparently, this measure was taken after 360kgs of opium was found mixing up with company cargo originated from VTE aboard a Royal Air Laos regular flight. The unofficial opinion of the Customs officials is that organized smuggling on this scale cannot operate without cooperation between smugglers, airport customs and airlines employees.

3. Letter of renewal of lease for Phu Kiet Office was acknowledged and accepted by land-owner. The next step is to negotiate the incorporation of a right of renewal clause into the lease as suggested by LGA-TPE.

IV. OPERATIONS

1. Total revenue block time for September was 6134+45 compared to 6128+34 for August. Our revenue forecast for the month was 6120 hours. The revenue time for Porters was 382 hours less than the previous month; this is because the customers were behind on their quarterly minimums for Volpars + Beechs and these aircraft were used for flights normally flown by Porters. We can expect our flight time forecasts to be less accurate in the coming months since we will be operating under new contracts with many schedule changes.

NHA/OM resigned, the SZ and TM are taking over the OM duties; therefore an OM replacement is not planned for the station and the position has been eliminated. To date we have reduced our working force by 4 Americans, 5 TCNs and 3 locals. Plans for reducing additional personnel are underway.

2. An extensive study has been made of the GTD operation. Realighment has already begun and reductions are planned. New procedures have been implemented with more to follow. Due to the scope involved it is anticipated that the majority of changes will not be effected until the latter part of the coming month.

3. We expect to reduce our spare aircraft fleet by sending 3 C-45s to Tainan this month and we will possibly deposition one Helio to Vientiane.

There were 21 controllable and 38 non-controllable delays for the months out of a total 913 Saigon departure.

4. Flight time report (See attachment A)
Aircraft Incidents report (See attachment B)

V. TRAFFIC/AAM

1. A letter suggesting changes to the Contract of Carriage Form was forwarded to DTD on 6 Sept. 69. Implementation of the changes would save considerable storage space and allow for a more streamlined operation.

2. [redacted] was transferred to SAT as TM, after a week's orientation at Tachikawa prior to physical movement. General overseeing and assistance to him will be rendered by this office as discussed with DTD.

3. Terminal painting is still not started due to lack of customer provided paint. Discussions with the CORDS representative indicate paint will arrive during second week of October.

4. Many of the same problems remain regarding procedures, logistics and movement of International Company cargo. Daily efforts are made to resolve long range and daily problems and it is felt that thru the operation of the customer and other Air America sections that progress is being made.

5. The Water Supply seems to be adequate now however, we will watch the pressure and flow for another month before a good evaluation can be made

	August	September
Passengers departure SGN (All contracts)	6153	5,837
" arrival SGN (All contracts)	6731	5,980
Outbound cargo SGN	69543	94,217
Inbound cargo SGN	88103	90,205

6. TRAFFIC/USAID

	Cargo (including Af Caribou A/C)	
	August	September
outbound (lbs) SGN	1,626,899	1,369,868 lbs
Inbound (lbs) SGN	540,886	519,743 lbs

VI. HOSTEL OCCUPANCY

1. During the month of September, 1969,44 beds out 120 beds were utilized for a 40% occupancy rate.

VII. SAFETY

1. Pilot Meetings - 204B - 22 Sept. The following items affecting flight safety were discussed:

a. Pilots were reminded of the necessity for assuring there is a seat belt for each passenger aboard.

b. The FAA regulation regarding drinking prior to flight were reviewed. (Twelve hours from "bottle to throttle.")

c. Pilots were warned to observe the utmost caution in the vicinity of air strikes and military airfields because of the recent rash of mid-air collisions.

d. Pilots were reminded of the proper procedure for checking autorotational RPM.

e. Pilots were cautioned about accepting aircraft with obvious FCU discrepancies such as: (1) More than 1% RPM surge, or (2) a drop in NII with booster pumps turned off.

2. Accident Investigation - 1) Local Board of Review for N9521Z is scheduled for 10 October. 2) Estimate N7770B Review Board on 14 October. 3) Estimate N1306 Review Board on 20 October.

VIII. PERSONNEL

1. Activities were largely routine with, again as last month, the exceptions of the time spent on Work Permit applications and on the Vietnamese Line Maintenance Training Program. Progress has been slow in both areas due to the everchanging procedures, forms, requirements, etc. However, we plug along with undiminished faith that there are indeed silver linings.

2. Some progress has been made toward obtaining Gia Dinh Labor Service approval of our Rules of Employment. We have met with the Labor Service Personnel several times in the past few weeks and have ironed out most of their points of contention. A few points yet remain which we hope will soon be resolved.

3. By directive of the Ministry of Labor (MOL), all foreign workers in Vietnam must have in their possession, by 15 October 1969, a Workers' Card (at VN$1000 per copy). So, during the last week of September we compiled and submitted to MOL applications for all of our expatriates (to which we attached a check for VN$ 619,000). For our efforts and expense we were rewarded with blank Worker's Card forms which we must complete and return to MOL for their validation stamp. A businessman's dream becomes a government reality.

4. See Personnel Strength Attachment C.

IX. FISCAL

1. Contract Billing

	Flying Services		Others	
	US$	VN$	US$	VN$
4101	769,297.52	13,607,414	48,222.86	226,545
4102	171,395.31	3,044,309	4,371.72	-
4103	65,359.37	990,122	2,100.15	-
4395	82,055.94	-	-	-
0005	7,949.50	-	-	-
0069	20,798.89	-	1,094.24	-
Total:	US$1,172,645.50	VN$17,868,390		

2. Total flying hours including CAL Sub-Contractor

Revenue:
- Block time: 6,446:32
  Flight Time: 5,586:05
  Hazardous Time: 4,609:49

Non-Revenue:
- Block time: 203:33
  Flight time: 164:17
  Total AFL's processed: 1634
  Passengers: 38,604
  Cargo: 3,819,494 lbs.

3. Payroll and Timekeeping

	Amount	No. of Person
[redacted]	[redacted]	743
TCN piastre allowance	2,484,150.-	436
American piastre allowance	990,296	169
Chinese payroll	US$ 70,961.39.-	177
Thai payroll	6,060,28.-	20

DSL: 70,370 hrs.
Number of persons filling DTR: 335

4. Total disbursements

VN$ 19,470,848.00
Free Market Rate: VN$ 226 to US$1.00

X. TECHNICAL SERVICES

1.September started off about as bad as it could possibly be, Volpar N7770B incurred substantial damage when the nose gear collapsed during a post service engine run up by RMD. We were lucky in that no one was seriously hurt, but the two props contacted the ground and more or less disintegrated. Both engines were badly damaged from sudden stoppage and the fuselage nose section buckeled inside with shrapnel damage outside. About seven days of hard work, totaling some $60,000.00 US is estimated for this accident. The investigation has been completed at Saigon and various actions are underway (at SGN and TNN) to prevent recurrence.

2. The new RMD toilets have finally been completed and opened for use during the last part of the month. Of course it seems smaller than we would like and it is not equivalent to the Hongkong Hilton but it is a big improvement for which most all of us appreciate.

3. A reshuffle of the various RMD Shop functions is underway to provide a more direct access for 204B work, a better working arrangement for the Sheetmetal Shop, a relocation of the Tire Shop and expansion of the Paint Shop (to accommodate the new spray booth).

4. A new hard fresh review of the supply handling, arrangement and procedures is being made by the new Superintendent of Supply Mr. A.C. Anderson. He has brought up some fine ideas that should be a big improvement to the overall effort.

5. Our total flying hours for the month again was quite stable, with only a drop of some 40 hours from the previous month.

XI. FLYING

1. Speculation and anticipation ran high on the outcome of the new contract. The proposed pay increase has been somewhat over shadowed by the impending resolvement of the standby time. The star of this particular show is the VTB program. Numerous studies have been presented in regards to this, the latest of which was hand carried to Taipei by the Base Manager to be considered in the contract negotiation.

2. The Base Manager's efforts proved fruitful. On his return his briefing included the well sought for answers. In essence there will be no airport standby for customer requirements. If an aircraft is not scheduled there will be not requirement for a crew to standby just in case something does come up during the day. We will continue to schedule airport standby for Company requirements in order to meet the published schedule. Emergency requirements ordered by the customer will be excepted. Education of the customer is now in order.

3. The ATC (Air Traffic Control) working group of JAOG (Joint Air Operation Group) is to submit their recommendations to JAOG on 6 Oct 1969. The point proffered is to insure closer control of aircraft at uncontrolled airstrips in RVN. Use of common frequencies, education of various publications and directives, emphasis on courtesy and realignment or updating

of equipment were the main considerations. Note the consideration "realignment or updating of equipment". This is a recommendation that Air America, Inc. be directed to equip their aircraft with an FM radio as this is common to all military aircraft, controllers, portable towers and other military agencies. All recommendations are to enhance safety.

E.J. Theisen

SAIGON BASE FLIGHT TIME REPORT
SEPTEMBER 1969.

1. Contract 4101 -

A/C No.	Revenue Block time	Revenue Flight time	Non-Revenue Block Time	Non-Revenue Flight Time
N67984	73+52	59+25		
N67985	139+20	114+18		
B910	121+14	99+17	1+05	0+50
B928	117 +20	92+57		
B138	133+58	108+59	0+38	0+00
B146	64+58	53+16	2+05	1+13
6147	156+23	129+34		
8084	119+16	102+56		
5559	162+30	145+26		
5994	119+38	99+31		
B817	99+22	87+57	2+48	2+25
B829	55+09	44+23	11+49	11+02
6083	105+03	91+32		
N539Y	48+26	42+12	2+57	2+08
N544Y	28+14	24+20	20+02	17+46
N9518Z	108+48	94+59	1+09	0+37
N6154U	39+40	33+28	9+55	6+57
N9956Z	60+04	52+35		
N7770B	1+20	1+05		
N9577Z	89+33	77+55	1+28	0+56
N9838Z	34+34	27+08	0+49	0+30
N3728G	67+15	58+38	20+43	17+53
N9664C	8+14	7+25	7+28	4+51
N3674G	57+05	46+48		
N7695C	36+43	31+11		
N91295	12+48	10+59		
N6622C	10+48	8+27		
N5454V	97+35	75+49	1+41	1+17
N9573Z	129+08	109+59		
N5269V	107+31	91+22	1+56	1+12
N77Y	72+37	61+00	1+39	1+08
N7950C	137+56	110+32		
N51259	105+45	91+03		
N21412	63+52	51+48	0+52	0+33
N9073Z	69+51	60+39	2+00	1+40
N9871Z	26+50	21+31	12+33	10+15
N9898Z	19+24	14+41	9+05	6+52
N285L	98+03	83+28	8+12	6+35
N391R	145+58	128+07	5+01	3+17
N394R	118+44	105+45	6+10	4+22
N9444	125+23	111+10	0+37	0+24
N198X	93+44	83+36	4+19	3+25
N153L	112+28	93+54	5+11	3+52
N180K	47+48	44+02		
N12450	83+33	72+01	0+50	0+30

N748N	35+51	28+43		
N152L	62+26	50+49		
N184L	68+13	59+21		
N185K	21+06	16+52		
N192X	18+21	16+12		
N393R	15+13	13+07		
N194X	87+52	75+58		
N1303X	126+55	126+55	1+15	1+15
N1304X	65+50	65+50	10+42	10+42
N1305X	108+47	108+47	7+30	7+30
N1306X	145+29	145+29	4+52	4+52
N1307X	146+25	146+25	2+15	2+15
N8512F	86+26	86+26		
N8514F	2+57	2+57		
N8535F	128+25	128+25	0+45	0+29
B839	7+20	7+08		
Sub-total	4855+22	4236+32	170+21	139+33

2. Contract 4102

B146	10+18	9+23		
B817	4+09	3+55		
N539Y	23+04	18+57		
N544Y	14+21	11+29	7+36	5+31
N3674G	4+39	3+44	0+40	0+15
N7695C	47+18	41+19	4+12	2+14
N91295	87+50	75+58		
N9518Z	4+18	3+28		
N6154U	34+15	29+26		
N9956Z	3+26	3+03		
N9577Z	7+43	6+26		
N3728G	9+37	8+34		
N9664C	17+36	15+08	6+40	5+20
N748N	82+00	71+08	1+58	1+26
N152L	62+19	57+03	3+15	2+07
N184L	46+49	37+56	2+47	1+20
N185K	91+31	70+36	1+52	1+26
N192X	70+57	63+03	2+37	1+33
N393R	81+55	71+02	0+56	0+30
N194X	14+44	11+30		
N358F	5+51	5+40		
N285L	8+46	6+38		
N9444	9+19	8+12		
N153L	8+45	6+16		
N180K	34+42	32+09		
N12450	42+10	37+39		

N5269V	2+30	1+52		
N51259	14+23	11+30		
N21412	5+13	3+55		
N9871Z	7+48	7+13		
N8514F	111+01	111+01	2+07	2+07
N8512F	1+50	1+50	3+23	3+23
N8535F	5+25	5+25	2+45	2+45
N1303X	2+15	2+15		
N1304X	16+07	16+07		
N1305X	10+33	10+33		
N1306X	10+33	10+33		
Sub-total	1016+00	891+56	40+48	29+57

3. Contract 4103.

N67984	2+18	1+04
N67985	2+10	1+12
B910	12+23	9+42
B138	0+35	0+00
B146	13+01	11+29
B817	3+11	2+17
B829	1+12	0+55
N539Y	7+44	6+20
N544Y	10+19	8+29
N9518Z	1+04	0+46
N9577Z	4+34	2+46
N9838Z	5+45	3+41
N3728G	1+50	0+48
N3674G	1+19	0+42
N7695C	4+55	2+44
N91295	4+58	2+49
N5454V	14+02	9+25
N9573Z	7+04	5+50
N5269V	11+23	7+21
N7950C	5+28	3+57
N21412	1+21	0+38
N9073Z	4+18	4+00
N9871Z	2+33	1+47
N9898Z	5+01	3+32

N12450	2+29	1+49
N1303X	12+53	12+53
Sub-total	143+50	106+56

4. Contract 0005.

N6622C	44+29	38+29
N1306X	1+56	1+56
N8512F	0+55	0+55
Sub-total	47+20	41+20

5. Contract 0069.

N9664C	44+33	37+03
N9838Z	17+13	15+22
N3728G	8+26	6+58
N7695C	2+01	1+45
Sub-total	72+13	61+08

Total Revenue Block Time	6134+45
Total Revenue Flight Time	5337+52
Total Non-Revenue Block Time	211+09
Total Non-Revenue Flight Time	169+30
GRAND TOTAL BLOCK TIME	6345+54
" " FLIGHT TIME	5507+22

Flight Time by Type of Aircraft

Type of A/C	Revenue		Non-Revenue	
	Block Time	Flight Time	Block Time	Flight Time
C-46	691+27	561+02	3+48	2+03
C-47	163+03	139+27	14+37	13+27
Bailed C-47	662+50	568+59		
DHC-4	132+08	111+47	22+59	19+54
VTB	829+24	704+41	54+00	39+44
10-2(Beech)	831+05	682+57	6+08	4+10
C-45	135+45	113+23	23+38	18+47
Porter	1697+01	1463+46	50+25	36+07
204B	984+42	984+42	34+49	34+49
Helio	7+20	7+08	0+45	0+29
TOTAL	6134+45	5337+52	211+09	169+30

L.G.P arrish

ATTACHMENT "A"

FLIGHT INFORMATION CENTER

- SAIGON -

- MONTHLY ACTIVITY REPORT -
1 - 30 SEPTEMBER 1969

PART I

- AIRCRAFT INCIDENTS -

Date	A/C No., Type & Contract	Place	Description
02 Sept.	8084 C-47 4101	AR 9663	Acft was in a turn enroute to VO4 when Capt Greenway and a passenger heard automatic weapons fire directed at the acft. PIC increased the rate of turn and departed the area. No acft damage or personnel injuries involved.
07 Sept.	N539Y DHC-4 4101	BS 7270	Acft was enroute to V23 flying below weather when three rounds of automatic weapons fire impacted in the fuselage. No personnel injuries involved. Acft continued mission without further incident.
16 Sept.	N9956Z VIB 0069	AR 0333	Acft was on final approach at V219 when the PIC heard six rounds of small arms fire pass near his acft. Capt Gustafson notified the twr & landed safely without further incident. No personnel injuries or acft damage involved. Twr launched two military acft to look for sniper, but negative contact was rptd.
22 Sept.	N391R PC-6 4101	UNK - DELTA, RVN	Acft flew most direct route from V17 to V20 (Vinh Long) to V183 (Binh Duc) to V14 (Truc Giang) and back to V17. At no time did pilot notice anything unusual. Bullet hole was discovered by mechanic at V17 during post flight inspection. Bullet entered upper skin of right wing, penetrated 3 stringers and exited at leading edge, tearing a four inch hole in same.

PART II

- SITUATION SUMMARY -

I CORP - With the exception of 6 Sept., enemy initiated activity remained at a low level. On 6 Sept. a total of 16 attacks by fire and ground sappers were reported in the Danang area. Approximately 43 rockets and 270 mortar rounds impacted in the area. The outlook is for activity to remain at a low level throughout the corp with attacks by fire and small unit contact dominating activity.

II CORP- This reporting period saw little significant activity in II Corp. However harassment of the coastal provinces continued. The National Police Training Center in Dalat received 40 rounds of mortar fire on 6 Sept. and on 14 Sept. Ban-Me-Thuot airfield received 11 rounds of mortar fire. It is likely that the present low level of activity will continue. Propaganda, proselyting, and harassment of coastal population centers and remote allied installations will continue.

III CORP - Activity in the Corp has been sporadic with several nights of little activity and several with relatively high levels. This peculiar behavior can possibly be attributed to the death of Ho-Chi-Minh. Bein-Hoa received 18 rounds of rocket fire on 6 Sept. Terrorism in Saigon continued with several incidents reported. In keeping with the enemy's intent to destroy the people's faith in the GVN, terrorism was directed mainly at government officials and PSDF troops. The road between Bien-Hoa and ~~Saigon~~ Vung Tau remains insecure as evidenced by the Sept. 26 midday attack on an ARVN convey. That attack damaged or destroyed 15 out of the 20 vehicles in the convoy. The enemy will likely to continue his present low level of operations as he resupplies, retrains, and makes preparations for his next series of operations.

IV CORP - Activity was scattered throughout the corp and was typified by small unit involvement. The enemy's main efforts are being directed at objectives which will enhance a long term political rather than a military victory. The Chi-Lang ARVN Training Center was attacked on 11 September. Activity is on the rise in the Chau-Doc area with the threat of ground attacks and attacks by fire high. It is probable that the enemy will continue to limit concentration to harassment and attacks by fire in order to keep friendly forces off balance.

E. J. WILSON
OPSP/SGN

ATTACHMENT "B"

S A I G O N B A S E

SEPTEMBER 1969

CLASSIFICATION	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	TOTAL GRD	FLT
PERMANENT	40	150	150	14	155	2	16	5	565#	15**	2		2		1*		922	186
TEMPORARY																		
FTC																		
PRE-PROCESSED	1								4								5	
TOTAL	41	150	150	14	155	2	16	5	569#	15**	2		2		1*		926	186

(**) : [redacted]

(*) :

(#) :

GROUND PNL : 928

FLIGHT PNL : 186

TOTAL : 1114

ATTACHMENT "C"

DA NANG SUB-BASE

SEPTEMBER 69

CLASSIFICATION	[redacted] GRD FLT	[redacted] GRD FLT	[redacted] GRD FLT	[redacted] GRD FLT	TOTAL GRD FLT
PERMANENT	5	14	22	81	122
TEMPORARY					
FTC					
PRE-PROCESSED					
TOTAL	5	14	22	81	122

GROUND PNL : 122

FLIGHT PNL : 0

TOTAL : 122

CAN THO SUB-BASE

SEPTEMBER 69

CLASSIFICATION	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	TOTAL GRD	FLT
PERMANENT	1				10		4		15	
TEMPORARY										
FTC										
PRE-PROCESSED										
TOTAL	1				10		4		15	

GROUND PNL : 15

FLIGHT PNL : 0

TOTAL : 15

NHA TRANG SUB-BASE

SEPTEMBER 1969

CLASSIFICATION	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	[redacted] GRD	FLT	TOTAL GRD	FLT
PERMANENT	4		14		25		61		104	
TEMPORARY										
FTC										
PRE-PROCESSED							1		1	
TOTAL	4		14		25		62		105	

GROUND PNL : 105

FLIGHT PNL : 0

TOTAL : 105